



City of Portland, Oregon
Bureau of Development Services
Land Use Services
 FROM CONCEPT TO CONSTRUCTION

Ted Wheeler, Mayor
 Rebecca Esau, Interim Director
 Phone: (503) 823-7300
 Fax: (503) 823-5630
 TTY: (503) 823-6868
www.portlandoregon.gov/bds

MEMORANDUM

Date: May 5, 2017
To: Portland Design Commission
From: JEFF MITCHEM, Design Review
 503.823.7011 | jeffrey.mitchem@portlandoregon.gov
Re: EA 17-126125 DAR – Naito Pkwy & Broadway Br
 Design Advice Request Commission Memo – May 11, 2017 Hearing Date

Attached is a drawing set for the Design Advice Request for the above referenced case. The review criteria are the Central City Fundamental Design and River District Guidelines (cheat sheet included with this memo). Please contact me with any questions or concerns.

I. PROGRAM OVERVIEW

Two market-rate apartment buildings consisting of the following key components:

- *South Building.* 5 stories, 55' tall, 43 units, no parking, one Standard B loading.
- *North Building.* 6 stories, 67' tall, 203 units, 210 parking on-grade & below-grade, one Standard B loading.
- *Finish Exterior Cladding.* Brick and fiber cement (Cimbrit or equivalent).
- *Public Space.* Elevated commons (level 2), hard-court recreation area on-grade under Broadway Bridge.

II. DEVELOPMENT TEAM BIO

Architect	Cynthia Schuster LRS Architects – Portland, OR
Owner’s Representative	Chris Rossman The Wolff Company
Project Valuation	\$39 M

III. RECOMMENDED DAR TOPICS

Staff advises you consider the following among your discussion items on April 6th:

1. **Context & Gateway.** The proposed design needs a strong response to the context of existing development on the northeast side of the railroad tracks and to the gateway created as the Broadway Bridge crosses into the River District. This context includes Albers Mill, Union Station, The Yards and other multidwelling development to the southeast of the Broadway Bridge, and development to the northwest along NW Naito Pkwy/Front Ave (*Guidelines A5-1-4 – Reinforce the Identity of the Union Station Area, A5-1-5 – Reinforce the Identity of the Waterfront Area, A9 – Strengthen Gateways, A9-1 – Provide a Distinct Sense of Entry and Exit, & C4 – Complement the Context of Existing Buildings*).
 - a) **Building massing, materials, and patterning** should respond most-strongly to Albers Mill and Union Station, which are the two most-prominent (also landmark) buildings in the area. Both are primarily masonry-clad, and brick should be looked to as a potential primary material for both proposed buildings.
 - b) **Union Station Identity.** To reinforce the identity of the Union Station area and maintain views from the Broadway Bridge to Union Station, portions of the building massing on the southeast side of the Broadway Bridge should be level with or lower than the deck of the Broadway Bridge to

retain views from the bridge to Union Station to the south. Consider incorporating a roof deck or green roof on the portion of the roof that will be visible from the Broadway Bridge. (*Guidelines A-1 – Integrate the River, A5-1-4 – Reinforce the Identity of the Union Station Area, A9 – Strengthen Gateways, C1 – Enhance View Opportunities, C1-1 – Increase River View Opportunities, and C11 – Integrate Roofs and Use Rooftops*).

- c) **Four-Sided Buildings.** When designing the facades of these proposed buildings, keep in mind that they will be highly visible not just from NW Naito Pkwy, but also from the Broadway Bridge and from across the railroad tracks. As such, there should be no “back side” to these buildings. A simple, consistent material palette and equal attention to detailing should be used on all sides of the building (*Guidelines A5-1-4 – Reinforce the Identity of the Union Station Area and C5 – Design for Coherency*).
2. **Site Design.** The proposed site design should reinforce and continue site design patterns established in the vicinity. These patterns include a wide pedestrian way along the railroad tracks and regular pedestrian connections from NW Naito Pkwy through the site, all of which are frequently used by pedestrians (*Guidelines A3 – Respect the Portland Block Structure, A3-1 Provide Convenient Pedestrian Linkages, A4 – Use Unifying Elements, A5 – Enhance, Embellish, and Identify Areas, A5-1-4 – Reinforce the Identity of the Union Station Area, B1 – Reinforce and Enhance the Pedestrian System, C4 – Complement the Context of Existing Buildings*).
 - a) **Railroad Frontage.** The pedestrian way established at the adjacent Yards development is approximately 45' wide and composed of a double row of trees with wide landscaping strips on either side of a central sidewalk. This pattern should be continued along the railroad tracks and the proposed buildings should be set back farther from the site's southwestern edge.
 - b) **South Frontage.** The proposed southern building should actively engage the established pedestrian way on the adjacent property to the south – residential stoops, entry patios, landscape buffer, etc.
 - c) **North Frontage.** A new pedestrian connection should be established at the north edge of the site. This would not only continue the established pattern in the area, but it would also provide a connection from the site to the Greenway Trail connection on the north side of Albers Mill (*Guidelines A1 – Integrate the River, A1-1 – Link the River to the Community, & C1-1 – Increase River View Opportunities*). This pedestrian connection could also be combined with the vehicle access drive for part of its distance, allowing the garage door to be shifted off of the NW Naito Pkwy frontage.
 - d) **Elevated Courtyard.** Connections to the elevated courtyard from the pedestrian way along the railroad tracks should be provided, similar to those incorporated at The Yards (*Guidelines B1 – Reinforce and Enhance the Pedestrian System & C4 – Complement the Context of Existing Buildings*).
 - e) **Beneath the Broadway Bridge.** Both buildings should embrace the space underneath the Broadway Bridge rather than turning their backs on it. This very unique and dramatic space should instead be activated and utilized to provide multi-programmed, semi-public outdoor amenity space for residents. (See plans for a similar public space planned for the underside of the Ross Island Bridge in the South Waterfront.) (*Guidelines A1 – Integrate the River, A1-1 – Link the River to the Community, A2 – Emphasize Portland Themes, A3 – Respect the Portland Block Structures, A3-1 – Provide Convenient Pedestrian Linkages, A5 – Enhance, Embellish and Identify Areas, A5-1-4 – Reinforce the Identity of the Pearl District, A5-1-5 – Reinforce the Identity of the Waterfront Area, A7 – Establish and Maintain a Sense of Urban Enclosure, A8 – Contribute to a Vibrant Streetscape, B1 – Reinforce and Enhance the Pedestrian System, B5 – Make Plazas, Parks and Open Space Successful, C1 – Enhance View Opportunities, C3-1 – Integrate Parking, & C4 – Complement the*

Context of Existing Buildings.)

3. **Ground Floor.** The ground floors of both buildings need to engage the sidewalk along NW Naito Pkwy as well as internal public and semi-public spaces. (*Guidelines A1 – Integrate the River, A1-1 – Link the River to the Community, A2 – Emphasize Portland Themes, A3 – Respect the Portland Block Structures, A3-1 – Provide Convenient Pedestrian Linkages, A5 – Enhance, Embellish and Identify Areas, A5-1-4 – Reinforce the Identity of the Pearl District, A5-1-5 – Reinforce the Identity of the Waterfront Area, A7 – Establish and Maintain a Sense of Urban Enclosure, A8 – Contribute to a Vibrant Streetscape, B1 – Reinforce and Enhance the Pedestrian System, B1-1 – Provide Human Scale to Buildings along Walkways, B2 – Protect the Pedestrian, B5 – Make Plazas, Parks and Open Space Successful, C1 – Enhance View Opportunities, C3-1 – Integrate Parking, C4 – Complement the Context of Existing Buildings, C6 – Develop Transitions Between Buildings and Public Spaces, C7 – Design Corners that Build Active Intersections, C8 – Differentiate the Sidewalk-Level of Buildings, & C9 – Develop Flexible Sidewalk-Level Spaces*).
- a) **Ground Level.** Ground level unit entries should incorporate semi-private exterior space between the building and the property line rather than opening directly onto the sidewalk, or the entries should be raised above grade by a couple feet, creating an occupiable stoop or porch condition.
 - **South.** The building at the south end of the site should include ground floor units with entries opening toward the pedestrian way of the adjacent property to the southeast. The sidewalk already has stubs for future connections to units on the south side of the site.
 - **Railroad.** The ground floor of both buildings should also include ground floor units with entries that open towards the pedestrian way at the southwest edge of the site along the railroad tracks. This would help to continue a pattern of residential units established at The Yards and at development along NW Ironside Terrace.
 - **North.** The ground floor of the northern building should also include ground floor dwelling units that face towards the pedestrian way at the north side of the site.
 - **NW Naito Pkwy.** It is important that the ground floors of both buildings be lined with active spaces at the ground levels facing NW Naito Pkwy. Ideally, these spaces would provide flexibility to accommodate a variety of different uses, such as retail/commercial space (Guideline C9 – Develop Flexible Sidewalk-Level Space). Work/live space with lofted sleeping spaces may also best meet this particular guideline. Barring that, the ground floor should be activated with active amenity spaces such as the main lobby and common space.
- b) **Ground Level Inactive Floor Area.** Storage, parking, and bike parking should not front the pedestrian realm. The proposed “bike parking/shop” room along NW Naito Pkwy and the Broadway Bridge basketball court “recreation area” does not adequately meet the design guidelines that speak to creating active, flexible space at the ground floor.
4. **Mechanical.** Because the rooftops will be experienced from the bridge, any proposed mechanical units on the roof of either building will need to be screened from view with well-integrated, architectural screening. (*Guidelines B2 – Protect the Pedestrian, C1 – Enhance View Opportunities, C5 – Design for Coherency, and C11 – Integrate Roofs and Use Rooftops*).

III. APPROVAL CRITERIA: *Central City Fundamental & River District Design Guidelines*

GUIDELINE	STRONG	FAIR	WEAK
<p>A1. Integrate the River. Orient architectural and landscape elements including, but not limited to, lobbies, entries, balconies, terraces, and outdoor areas to the Willamette River and greenway. Develop accessways for pedestrians that provide connections to the Willamette River and greenway.</p> <p>A1-1. Link the River to the Community. Link the Willamette River to the community reinforcing the river’s significance.</p>		<p>More active uses at ground level on all sides of buildings.</p>	
<p>A2. Emphasize Portland Themes. When provided, integrate Portland-related themes with the development’s overall design concept.</p>			<p>No specific themes identified or specifically incorporated.</p>
<p>A3. Respect the Portland Block Structures. Maintain and extend the traditional 200-foot block pattern to preserve the Central City’s ratio of open space to built space. Where superblock exist, locate public and/or private rights-of-way in a manner that reflects the 200-foot block pattern, and include landscaping and seating to enhance the pedestrian environment.</p> <p>A3-1. Provide Convenient Pedestrian Linkages. Provide convenient linkages throughout the River District that facilitate movement for pedestrians to and from, and to and from adjacent neighborhoods.</p>	<p>Reinforces through full site buildout.</p>		
<p>A4. Use Unifying Elements. Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.</p>			<p>No specific themes identified or specifically incorporated.</p>
<p>A5. Enhance, Embellish, and Identify Areas. Enhance an area by reflecting the local character within the right-of-way. Embellish an area by integrating elements in new development that build on the area’s character. Identify an area’s special features or qualities by integrating them into new development.</p> <p>A5-1. Reinforce Special Areas. Enhance the qualities that make each area distinctive within the River District.</p> <p>A5-1-1. Reinforce the Identity of the Pearl District Neighborhood.</p>		<p>Eclectic design expression could be better resolved as locally germane per immediate context.</p>	<p>More explicit form/character/material references to context.</p>
<p>A7. Establish and Maintain a Sense of Urban Enclosure. Define public rights-of-way by creating and maintaining a sense of urban enclosure.</p>	<p>Reinforces through full site buildout.</p>		

<p>A8. Contribute to a Vibrant Streetscape. Integrate building setbacks with adjacent sidewalks to increase the space for potential public use. Develop visual and physical connections into buildings' active interior spaces from adjacent sidewalks. Use architectural elements such as atriums, grand entries and large ground-level windows to reveal important interior spaces and activities.</p> <p>A8-1. Design Fences, Walls and Gateway to be Seen Over. Design fences, walls and gateways located between a building and the sidewalk to be seen over to allow for social interaction.</p>			<p>More active programming at ground level generally ON ALL SIDES.</p>
<p>A9. Strengthen Gateways. Develop and/or strengthen gateway locations.</p> <p>A9-1. Provide a Distinct Sense of Entry and Exit. When developing at gateway locations, provide a distinct sense of entry and exit that relates to the special qualities of an area.</p>		<p>Though not a <u>G</u>ateway location (per CCP), project should recognize the import of bridgehead.</p>	
<p>B1. Reinforce and Enhance the Pedestrian System. Maintain a convenient access route for pedestrian travel where a public right-of-way exists or has existed. Develop and define the different zones of a sidewalk: building frontage zone, street furniture zone, movement zone, and the curb. Develop pedestrian access routes to supplement the public right-of-way system through superblocks or other large blocks.</p> <p>B1-1. Provide Human Scale to Buildings Along Walkways. Provide human scale and interest to buildings, along sidewalks and walkways.</p>			<p>All frontages should be active, well-glazed and human-scaled.</p>
<p>B2. Protect the Pedestrian. Protect the pedestrian environment from vehicular movement. Develop integrated identification, sign, and sidewalk-oriented night-lighting systems that offer safety, interest, and diversity to the pedestrian. Incorporate building equipment, mechanical exhaust routing systems, and/or service areas in a manner that does not detract from the pedestrian environment.</p>		<p>Mechanical equipment not fully resolved/expressed.</p>	<p>At-grade auto parking exposed to pedestrian realm on two frontages.</p>
<p>B3. Bridge Pedestrian Obstacles. Bridge across barriers and obstacles to pedestrian movement by connecting the pedestrian system with innovative, well-marked crossings and consistent sidewalk designs.</p>		<p>Pedestrian linkages are pervasive in context – full resolution on all frontages necessary.</p>	
<p>B4. Provide Stopping and Viewing Places. Provide safe, comfortable places where people can stop, view, socialize and rest. Ensure that</p>		<p>More study needed of central public space.</p>	

these places do not conflict with other sidewalk uses.			
<p>B5. Make Plazas, Parks and Open Space Successful. Orient building elements such as main entries, lobbies, windows, and balconies to face public parks, plazas, and open spaces. Where provided, integrate water features and/or public art to enhance the public open space. Develop locally oriented pocket parks that incorporate amenities for nearby patrons.</p> <p>B5-1. Recognize the Roles of the Tanner Creek Parks. Strengthen and enhance the Tanner Creek Parks as both as neighborhood park system and an extension of the North Park Blocks.</p>		More study needed of central public space.	
<p>B6. Develop Weather Protection. Develop integrated weather protection systems at the sidewalk-level of buildings to mitigate the effects of rain, wind, glare, shadow, reflection, and sunlight on the pedestrian environment.</p>			Appears insufficient in DAR submittal.
<p>B7. Integrate Barrier-Free Design. Integrate access systems for all people with the building’s overall design concept.</p>		Accessibility measures should be resolved/clarified in LUR.	
<p>C1. Enhance View Opportunities. Orient windows, entrances, balconies and other building elements to surrounding points of interest and activity. Size and place new buildings to protect existing views and view corridors. Develop building façades that create visual connections to adjacent public spaces.</p> <p>C1-1. Increase River View Opportunities. Increase river view opportunities to emphasize the River District ambiance.</p>		More upper level terraces and balconies needed.	No rooftop amenity facing either River or Mts
<p>C2. Promote Quality and Permanence in Development. Use design principles and building materials that promote quality and permanence.</p>		Composite metal panel is generally viewed as a quality material of permanence IF of sufficient thickness and well-detailed.	Fiber cement panel is not a locally relevant material.
<p>C4. Complement the Context of Existing Buildings. Complement the context of existing buildings by using and adding to the local design vocabulary.</p>			Material palette too great a departure from context to be considered complementary.
<p>C5. Design for Coherency. Integrate the different building and design elements including, but not limited to, construction materials, roofs, entrances, as well as window, door, sign, and lighting systems, to achieve a coherent composition.</p>			Massing arrangement lacks clarity and hierarchy. Overly complicated material composition – conjectural color, patterning and fastening (unspecified in DAR submittal).
C6. Develop Transitions between			

<p>Buildings and Public Spaces. Develop transitions between private development and public open space. Use site design features such as movement zones, landscape element, gathering places, and seating opportunities to develop transition areas where private development directly abuts a dedicated public open space.</p>		<p>More study needed of central public space.</p>	
<p>C7. Design Corners that Build Active Intersections. Use design elements including, but not limited to, varying building heights, changes in façade plane, large windows, awnings, canopies, marquees, signs and pedestrian entrances to highlight building corners. Locate flexible sidewalk-level retail opportunities at building corners. Locate stairs, elevators, and other upper floor building access points toward the middle of the block.</p>		<p>More study is needed regarding integrating ground level program and active spill-out spaces</p>	
<p>C8. Differentiate the Sidewalk-Level of Buildings. Differentiate the sidewalk-level of the building from the middle and top by using elements including, but not limited to, different exterior materials, awnings, signs, and large windows.</p>		<p>More study needed to better distinguish ground level at all frontages. Upper level could be more recessed with terrace.</p>	
<p>C9. Develop Flexible Sidewalk-Level Spaces. Develop flexible spaces at the sidewalk-level of buildings to accommodate a variety of active uses.</p> <p>C9-1. Reduce the Impact of Residential Unit Garages on Pedestrians. Reduce the impact on pedestrians from cars entering and exiting residential unit garages by locating garage access on alleys, and active spaces on ground floors that abut streets.</p>			<p>Active programming limited to leasing and fitness.</p> <p>At-grade parking exposed to pedestrian realm.</p>
<p>C10. Integrate Encroachments. Size and place encroachments in the public right-of-way to visually and physically enhance the pedestrian environment. Locate permitted skybridges toward the middle of the block, and where they will be physically unobtrusive. Design skybridges to be visually level and transparent.</p>			<p>Better capitalize on presence of bridge infrastructure.</p>
<p>C11. Integrate Roofs and Use Rooftops. Integrate roof function, shape, surface materials, and colors with the building's overall design concept. Size and place rooftop mechanical equipment, penthouses, other components, and related screening elements to enhance views of the Central City's skyline, as well as views from other buildings or vantage points. Develop rooftop terraces, gardens, and associated landscaped areas to be effective stormwater management tools.</p>			<p>No roof amenity nor eco-roof proposed.</p>
<p>C12. Integrate Exterior Lighting.</p>			<p>Unclear in DAR submittal.</p>

<p>Integrate exterior lighting and its staging or structural components with the building's overall design concept. Use exterior lighting to highlight the building's architecture, being sensitive to its impacts on the skyline at night.</p>			
<p>C13. Integrate Signs. Integrate signs and their associated structural components with the building's overall design concept. Size, place, design, and light signs to not dominate the skyline. Signs should have only a minimal presence in the Portland skyline.</p>			<p>Non proposed in DAR submittal.</p>